

February 4, 2011

Louis Skelton, Chairman Los Angeles County Historic Landmarks and Records Commission 500 West Temple Street Los Angeles, CA 90012

RE: Changes in Proposed Improvements to La Loma Bridge, Pasadena

Dear Mr. Skelton:

As you are aware, the City of Pasadena Public Works Department (City) in cooperation with the California Department of Transportation (Caltrans) is proposing to improve the existing La Loma Bridge in Pasadena to meet current seismic codes and standards. The bridge was structurally analyzed in 2000 (De Leuw, Cather & Company- Division of the Parson Transportation Group) for seismic adequacy and it was determined that the bridge would not withstand potential seismic loads during a maximum credible seismic event. Additionally, the bridge is one of the oldest and most deteriorated concrete arch bridges in Los Angeles County and exhibits severe deterioration of its main structural elements. The La Loma Bridge was listed on the National Register of Historic Places on July 14, 2004.

You have been identified as an individual or interested party that has been consulted throughout the project planning and design process for previously proposed improvements to the bridge and this letter is intended to continue to keep you informed of new information and project changes as they relate to La Loma Bridge. Due to new information and recent changes to the design of the project, Galvin Preservation Associates Inc. (GPA) has been contracted to update historic architectural reports as they pertain to recent changes in the project's proposed design.

Project History

The goal of the City is to meet current seismic codes and standards for the bridge, while taking into account any potential effects on its historic significance. Throughout the process of planning and design of the bridge, the City has consulted with interested parties. The City held a public meeting on November 13, 2003 to solicit feedback from the public and interested parties. Additionally, you were consulted by letter (dated December 20, 2004) to provide initial comments on the project during that process. Several of the comments received from the public expressed an interest in maintaining the historic character and fabric of the La Loma Bridge.

In compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), a final Environmental Impact Report/ Environmental Assessment (EIR/EA) was finalized in June 2006 that analyzed and disclosed potential environmental impacts to the bridge for one retrofit and rehabilitation alternative and two new

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bridge replacement alternatives. Additionally, a Finding of Effect Report (FOE) was prepared (Jones & Stokes, October 24, 2006) for compliance with Section 106 of the National Historic Preservation Act and submitted to the State Historic Preservation Officer (SHPO) for concurrence. The results of those studies concluded that the proposed project would not cause an adverse effect on the bridge because the rehabilitation and seismic retrofit strategy (Alternative Retrofit Strategy 1) would be completed in a manner consistent with the Secretary of the Interior's Standards for Rehabilitation.

Project Changes

Subsequent to completion of the Phase I project design for the previous rehabilitation and retrofit alternative in 2006, additional geologic studies were required to identify the location of the Eagle Rock Fault line as part of the final design process. In 2007, the City of Pasadena contracted the selected engineering firm (HDR) to perform final design based on the preferred Alternative Retrofit Strategy 1. However, the geologic investigations conducted at the project site in 2008 revealed that Pier 4, the tallest and most central column supporting the bridge, is located directly over the Eagle Rock Fault. As a result of the proximity of this fault and the expected magnitude of a potential seismic event at the project location, it is expected that Pier 4 would not be able to contribute to supporting the bridge deck during a Maximum Credible Earthquake (MCE) event. Therefore, it was concluded that the previous retrofit strategy (Alternative Retrofit Strategy 1) would require significant modification to prevent the bridge from collapse under a MCE event.

Based on the newly available Seismic Surface Fault Rupture Hazard information at the bridge site, the City hired a new engineering consultant, Dokken Engineering (Dokken), in 2009 to develop an alternative deck replacement and retrofit strategy that will prevent the bridge from collapsing during a seismic event. Dokken studied two deck replacement alternatives and four retrofit schemes in a Bridge Type Selection Report (Dokken, October 30, 2009) to identify potentially feasible alternatives to prevent the bridge from collapsing during a MCE event, taking into account the location of the Eagle Rock Fault directly below Pier 4. Based on the type selection analysis, Dokken determined that a Post-Tension Concrete Box Girder deck (with the historic piers, arches and spandrels remaining in place) to be the most feasible alternative to withstand the recommended seismic load required in the geological study. The report recommends a new preferred alternative for La Loma Bridge which includes the following:

The existing reinforced concrete slab-girder superstructure would be replaced with a new post-tensioned concrete box girder deck. Combined with other retrofit elements discussed below, the new bridge would be capable of supporting a clear span from Pier 3 to Pier 5 (since Pier 4 could not be expected to support the deck during a MCE event). The new structure type will drastically improve the ductility and durability of the bridge without substantially changing the existing architectural elements. As part of this retrofit/rehabilitation the existing bridge superstructure would be designed to visually resemble the existing bridge, though the bridge type would be different. The bridge historic piers, arches and spandrels would remain in place; however the new superstructure would be connected directly to the existing bridge piers, spandrel columns, and main arches though the use of vertical shear pins.

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The existing end diaphragm-type bridge abutments will be replaced with concrete seat-type abutments. The bridge deck will rest on bearing pads on the new bridge abutments giving the bridge deck better freedom of movement in the event of seismic activity. There will be no noticeable visual impact due to this change.

In order to provide adequate support for the bridge deck in the event of a seismic event which compromises the stability of pier 4, additional support is needed at piers 3 and 5. This support will be in the form of an additional column to be installed in between the two existing columns. This additional central column will provide support for the bridge deck to clear span from pier 3 to pier 5 after a major seismic event. With the center column providing additional support, structural improvements to the existing columns at piers 3, 4, and 5 will not been needed, nor will structural improvements to the main archways and cross-beams. Only cosmetic repairs to damaged and spalling concrete on these sections will take place consistent with the existing bridge color, style, and design.

The existing bridge railing, which was added in 1962, will be removed and replaced with concrete balustrade bridge railing in the original neoclassical style of the bridge. The bridge would remain approximately the same length at 388 feet, but would be slightly widened from 38 feet to 44 feet to accommodate two standard 5-foot wide sidewalks in addition to the existing two traffic lanes.

The proposed project would result in a rehabilitated bridge that looks much like it does today. The visual changes to the bridge will include the addition of two new concrete columns (that are compatible with but distinguished from the original) at Piers 3 and 5. The top deck surface will look the same (or very similar) to today; however, the deck will include new sidewalks (for safety) as well as reconstructed railings and light standards (from original plans) to replace the existing non-original metal railings. The existing historic arches, Piers, and Spandrel arches will remain the same as today; deteriorated concrete and visible spalls will be repaired. Please refer to the attached documentation for reference.

Project Outreach

The City Council authorized staff to form the La Loma Bridge Advisory Group (LLBAG) in 2006 to advise staff and consultants during the design and reconstruction process. The five-person committee consists of a member of the City's Historic Preservation Commission, a member of the Transportation Advisory Commission, a member of the Design Commission, a representative from Pasadena Heritage and an at-large community member appointed by the Council. The LLBAG has met with the City and engineering consultants on June 23, 2010 and July 14, 2010 to discuss the new two new design strategy options. As a result of feedback received from the LLBAG, the consulting engineers reviewed an additional option as requested by the committee. The resulting bridge design, in the opinion of the City and the LLBAG, is the most feasible alternative to prevent collapse during an MCE event, while maintaining the bridge's design and the most historic fabric of the bridge as possible.

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Due to the necessary modifications to the previous rehabilitation and retrofit scheme, the documentation required for compliance with Section 106 and CEQA/NEPA process are in the process of being updated. The letter is intended to inform you of the proposed project changes.

The purpose of this letter is to inform you of the project changes and to solicit your comments regarding the proposed changes to the bridge, in accordance with Section 106 of the National Historic Preservation Act. We welcome your feedback and respectfully request any comments you may have on the proposed changes to the bridge by **Friday**, **February 25**, **2011** so that they may be included in the revised technical reports.

If you have any additional questions regarding the proposed changes to the bridge, please contact Mr. Roubik Mardirosian, P.E. with the City of Pasadena at (626) 744-7456 or by e-mail at mardirosian@ci.pasadena.ca.us.

Sin/cerely,

Andrea Galvin, president

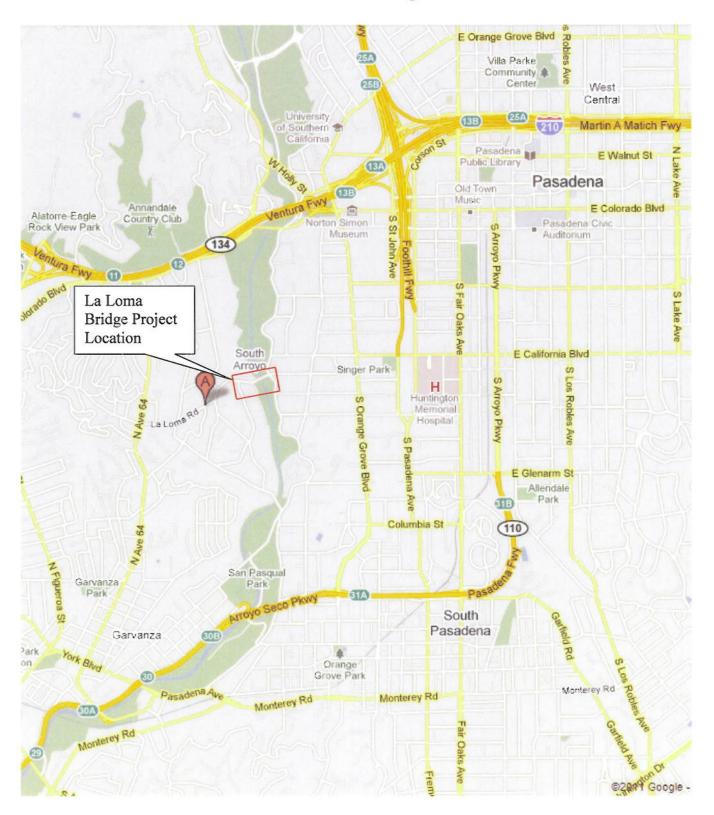
Galvin Preservation Associates Inc.

Encl. Project Location Map

Photo Simulations showing proposed modifications to bridge Engineering drawings showing fabric retained and portions of bridge to be replicated

CC: Matthew W. Salveson, P.E., PhD., Dokken Engineering

Figure 1: Project Location Map La Loma Bridge



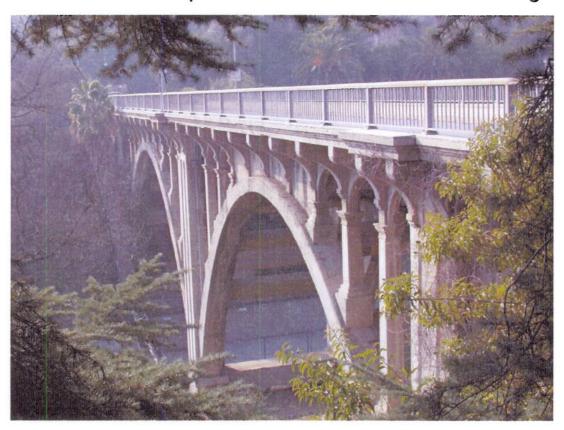


Figure 1: Current view of La Loma Bridge showing existing non-original railings looking west.

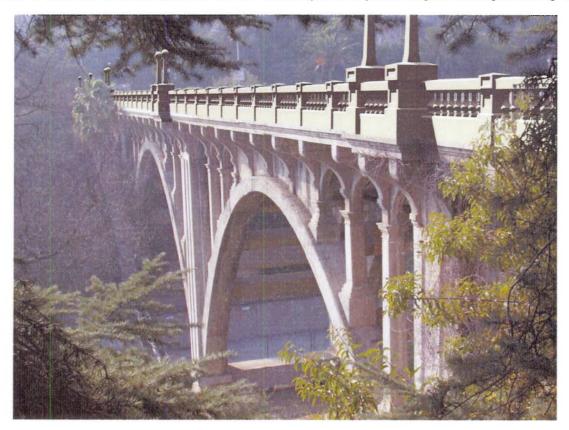


Figure 2: Proposed view of La Loma Bridge showing proposed new reconstructed railings looking west.

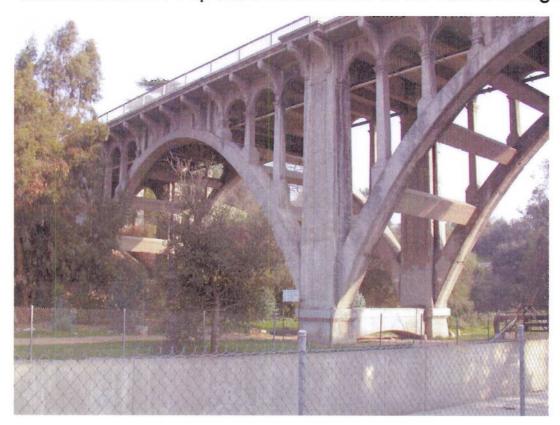


Figure 3: Current view of La Loma Bridge showing Piers 3 and 4 looking northwest.

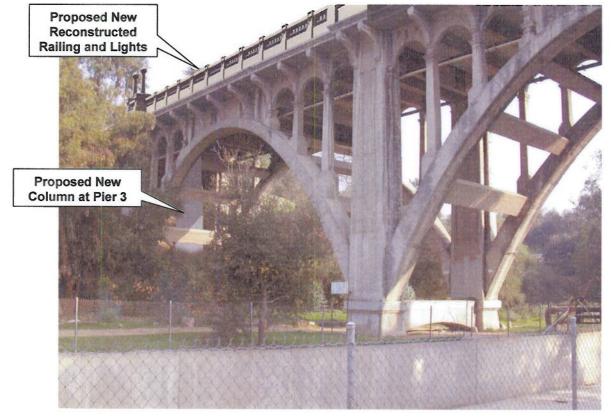


Figure 4: Proposed view of La Loma Bridge showing proposed new column at Pier 3 looking northwest.

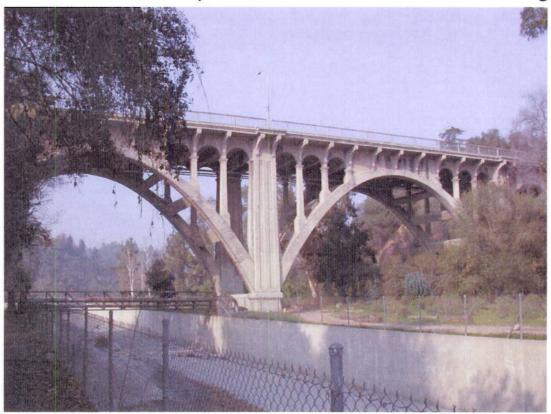


Figure 5: Current view of La Loma Bridge showing existing non-original railings and existing condition of Pier 4 looking north. The Eagle Rock Fault Line runs directly below Pier 4.

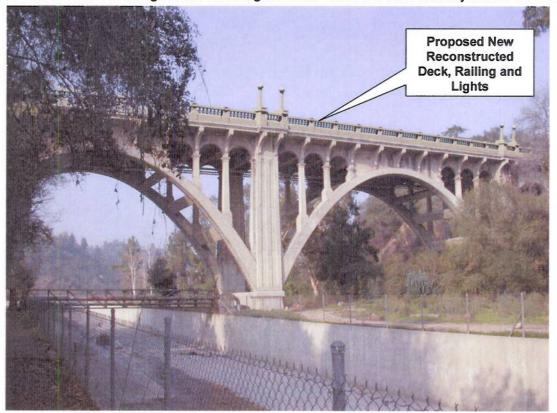


Figure 6: Proposed view of La Loma Bridge showing proposed new reconstructed railings, deck and spandrel arches looking north.

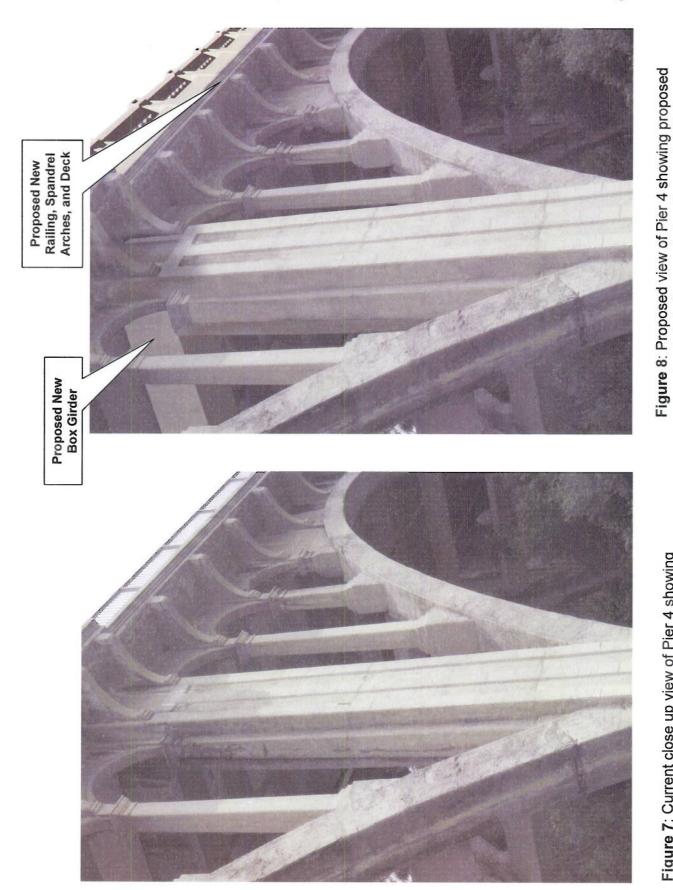
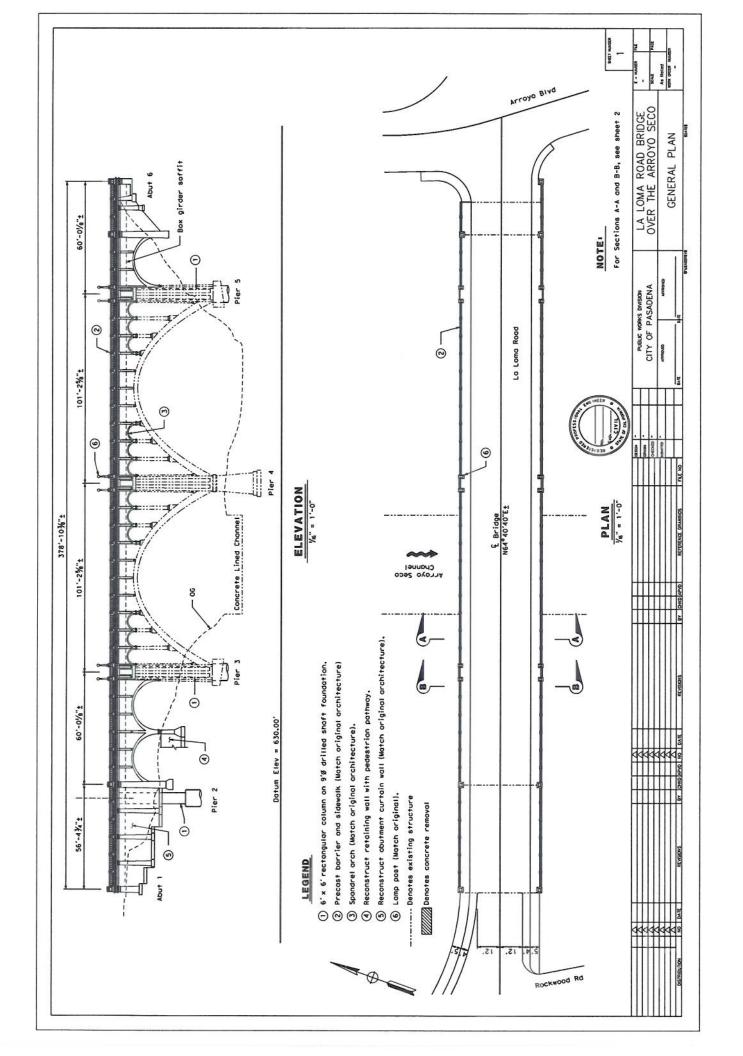
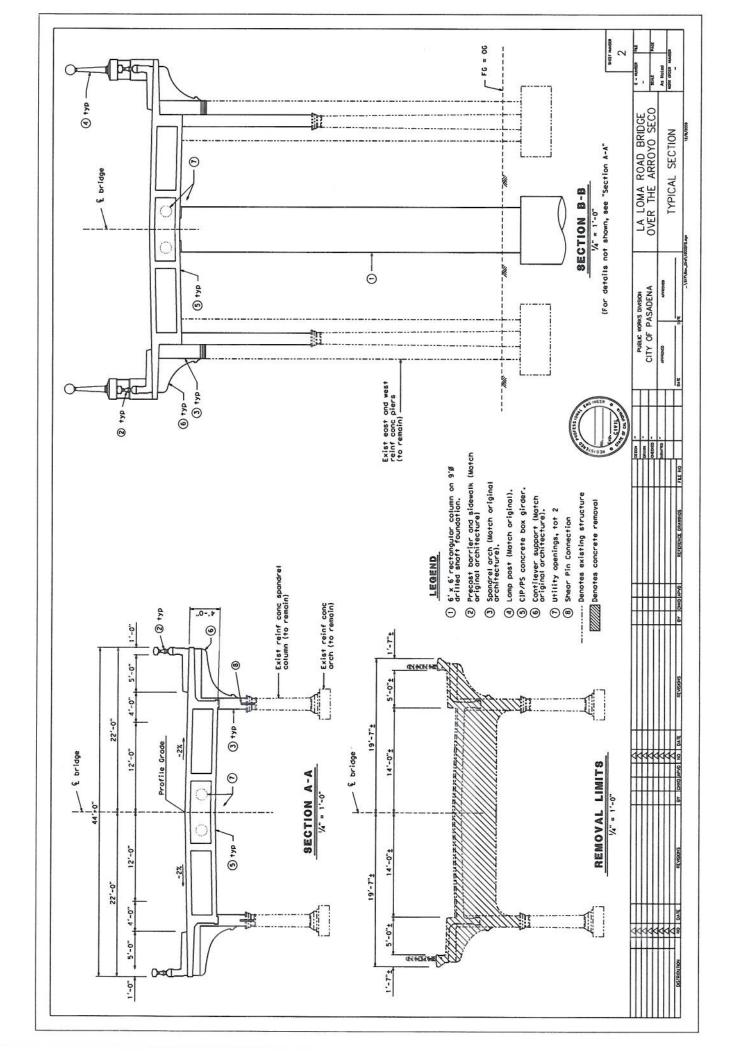
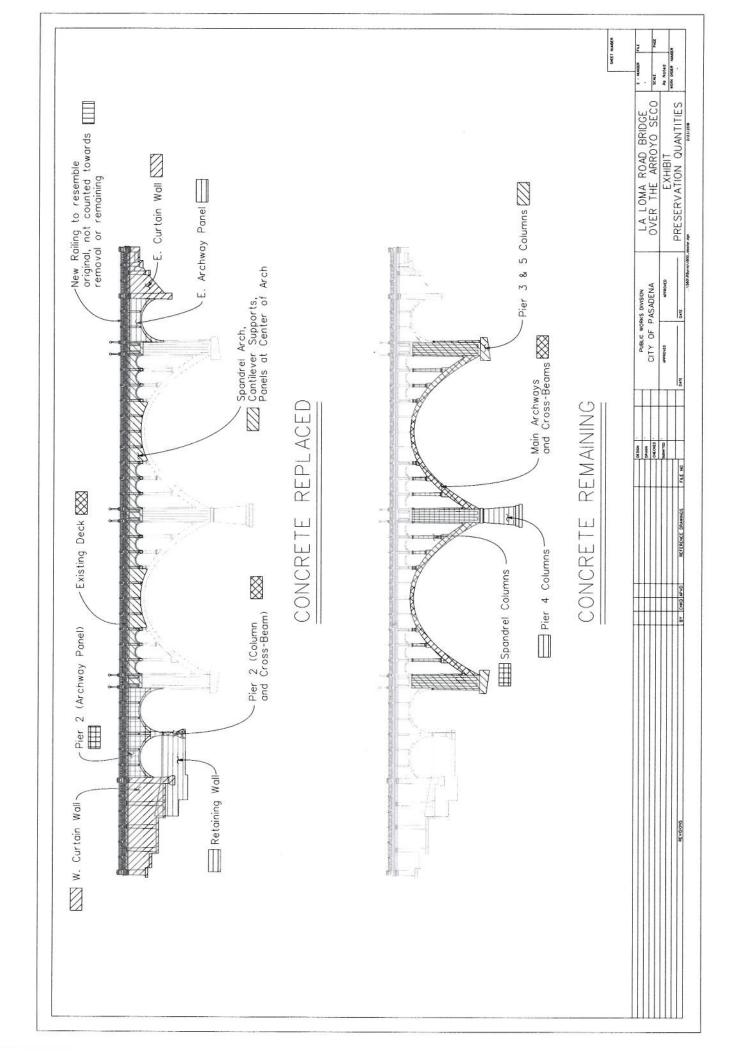


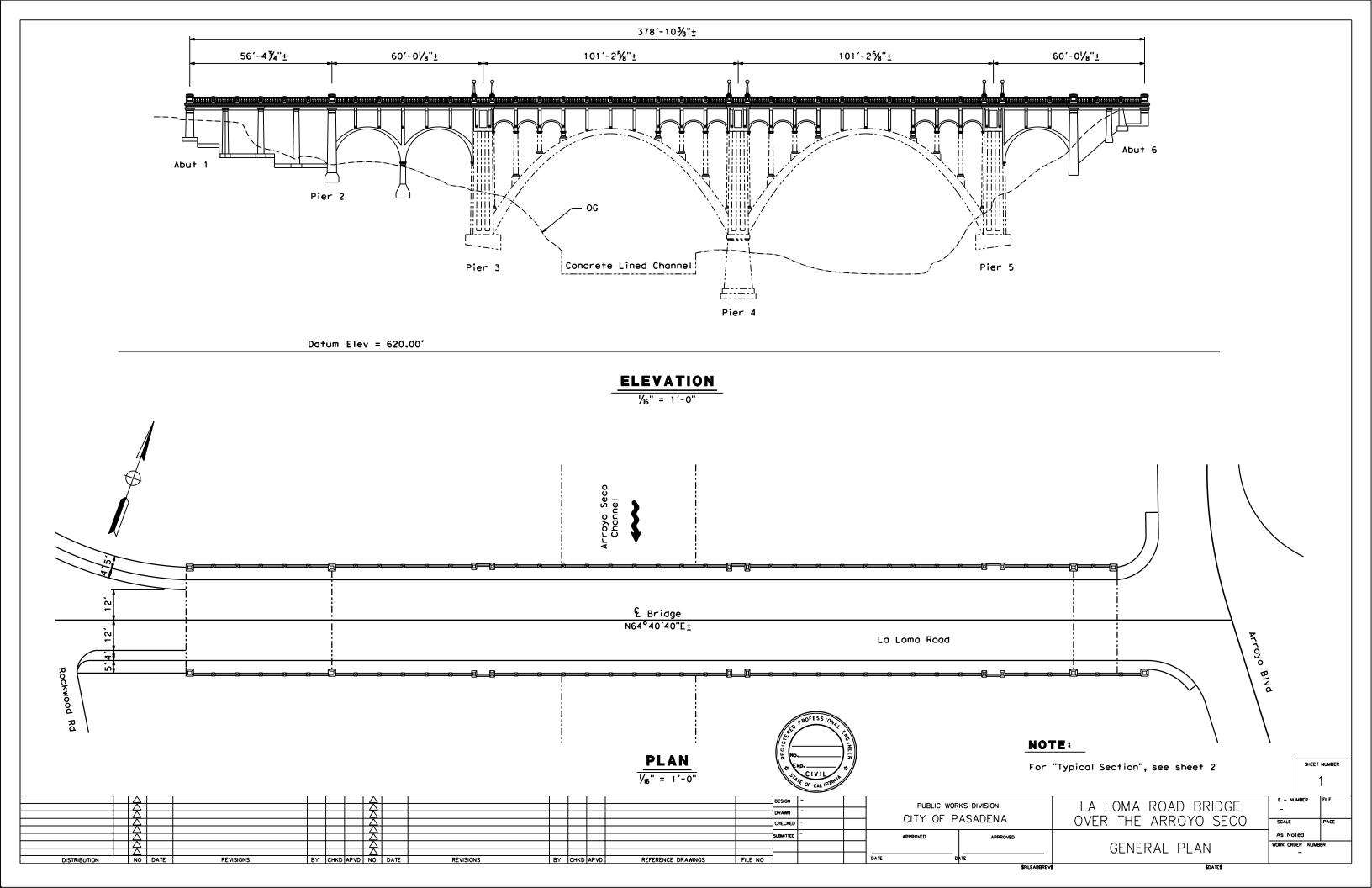
Figure 7: Current close up view of Pier 4 showing deterioration, view looking southwest.

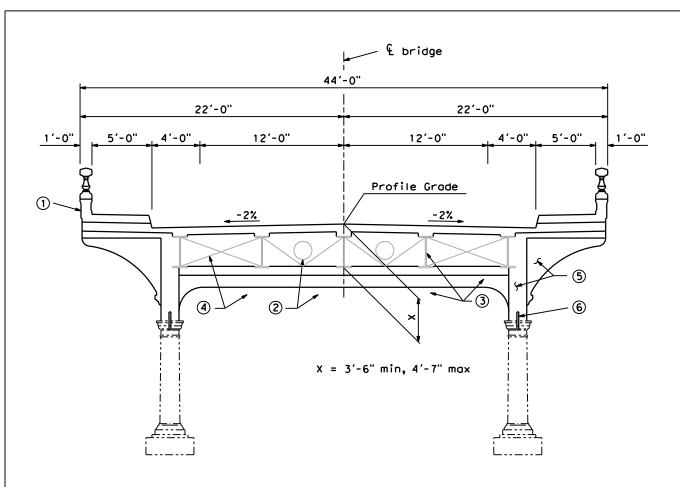
reconstructed deck, spandrel arches and railings looking southwest.











TYPICAL SECTION

LEGEND

- Concrete Barrier Type 26 (mod)
- Utility openings, tot 2
- 3 Structural Steel I-Girders, tot 5
- Cross Frame Diaphragms
- Architectural, Structural Concrete, typ

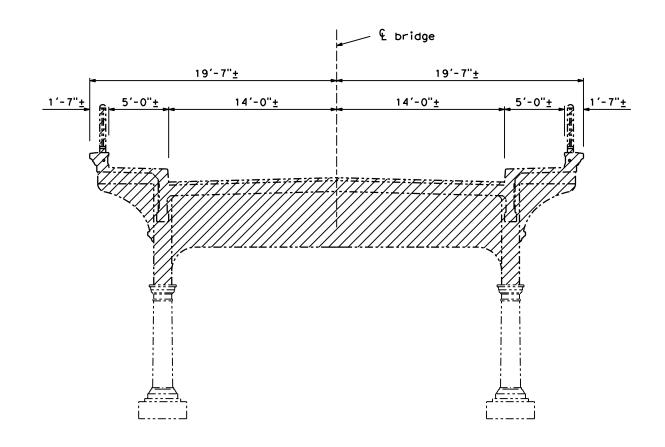
REVISIONS

Shear Pin Connection

------ Denotes existing structure

Denotes concrete removal

REVISIONS



| REMOVAL LIMITS



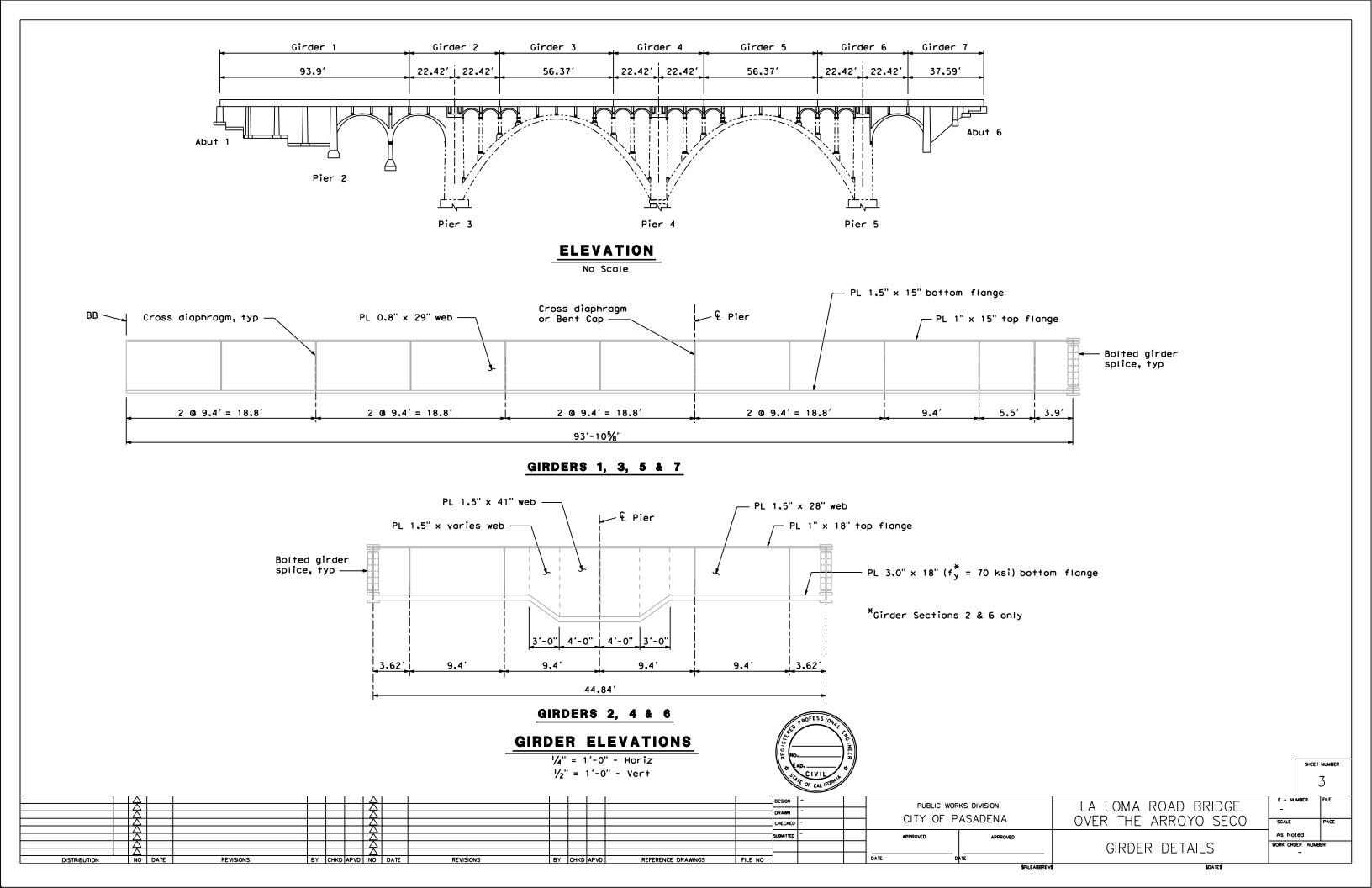
DRAWN

REFERENCE DRAWINGS

CHECKED

SHEET NUMBER

LA LOMA ROAD BRIDGE PUBLIC WORKS DIVISION CITY OF PASADENA OVER THE ARROYO SECO SCALE As Noted TYPICAL SECTION WORK ORDER NUMBER



Myra L. Frank Jones & Stokes

December 20, 2004

Los Angeles County Historic Landmarks and Records Commission Attn.: Louis Skelton 500 West Temple Street Los Angeles, CA 90012

Dear Mr. Skelton:

On behalf of the Public Works Department in the City of Pasadena, Caltrans and the Federal Highway Administration, Myra L. Frank & Associates/Jones & Stokes is preparing historic and cultural resources documentation for the La Loma Road Bridge Project, in order to comply with Section 106 of the National Historic Preservation Act. As part of our research, we are contacting local historical organizations to help identify any historic buildings, districts, sites, objects, or archaeological sites of significance within the project area.

The City is proposing to rehabilitate or replace the existing La Loma Road Bridge over the Arroyo Seco between Arroyo Boulevard and Rockwood Road in the City of Pasadena, Los Angeles County. Please see the attached map, which shows the location of the bridge. The 378-foot long Neo-Classical reinforced concrete bridge was built in 1914 over the Arroyo Seco, a major tributary to the Los Angeles River and was recently listed on the National Register of Historic Places.

As part of our survey of the project area, we are examining local, state and federal lists of historic properties and previous surveys. We are also conducting research on the properties within the project area to determine their architectural and historical significance. Our assessments of significance will be based on the criteria for listing in the National Register of Historic Places. Any information you can provide will help assure that historical resources are considered and protected.

If you know of properties in the project area that should be considered historic properties, please indicate, in writing, their locations and any information you can provide or call me at telephone number (213) 627-5376 to discuss them.

I look forward to hearing from you. Thank you in advance for taking the time to consider our request.

Sincerely,

Jessica B. Feldman Architectural Historian

Enclosure: Map of Project Area